



BANKHEAD NATIONAL HIGHWAY

WELCOME

Texarkana
August 6, 2013

HARDY · HECK · MOORE INC
Historic Preservation Planning & Management



TEXAS HISTORICAL COMMISSION
real places selling real stories

What is the Project?

- Joint Effort
 - Texas Historical Commission
 - Texas Department of Transportation
- Grant from Federal Highways Administration
- Commemorate Historic Highways
- Heritage Tourism



Source: National Archives and Records Administration

What is the Project?

- Goals
 - Develop Historic Context
 - Document Historic Buildings and Structures Along Bankhead Highway
 - Make Information Available to Public
 - Promote Tourism



Source: TxDOT Photo Library

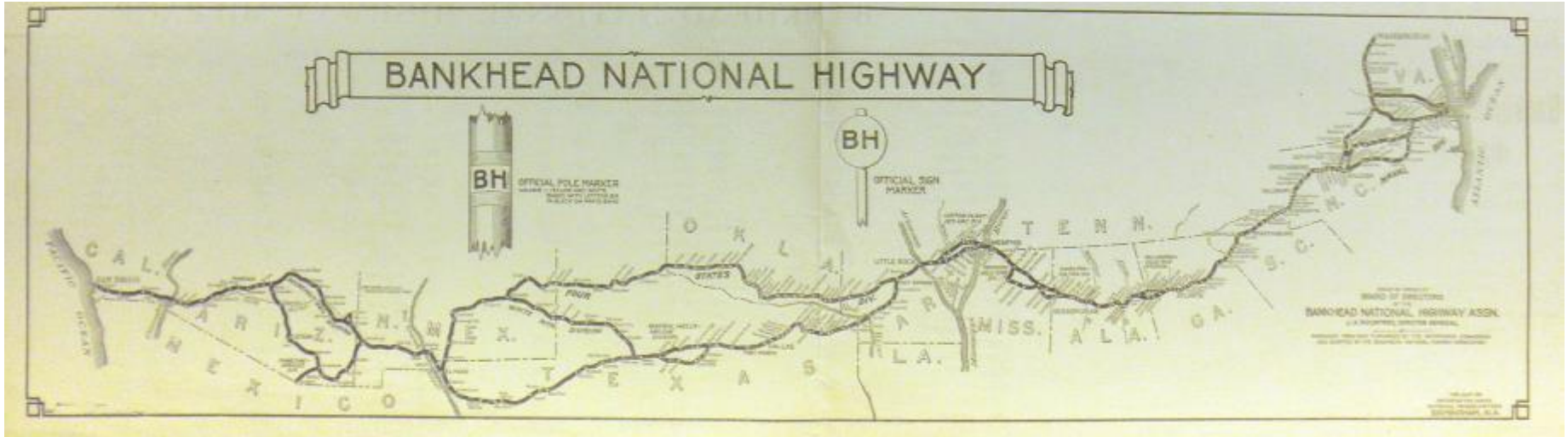
What is the Project?

- Survey all alignments of Bankhead Highway
 - State Highway 1
 - US 80 and US 67
- Please help us identify historic resources along highway



Source: TxDOT Photo Library

What is the Bankhead Highway?



Source: Birmingham AL Public Library

- Transcontinental Highway from Washington DC to San Diego CA by way of Alabama
- Idea for route dates to 1916 by John Asa Rountree and Senator John H. Bankhead

What is the Bankhead Highway?



- Lincoln Highway from New York NY to San Francisco CA
- Other Highway Associations formed in 1910s



Who is Bankhead?

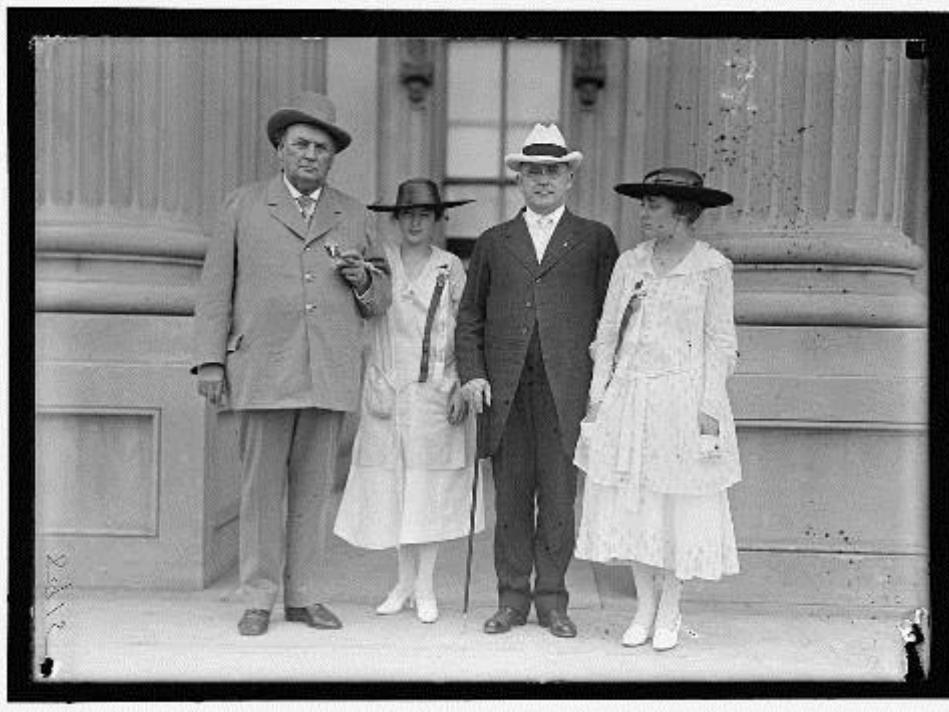
- Senator John Hollis Bankhead (1842-1920)
 - U.S. Senator 1907-1920
 - Promoted Good Roads
 - Sponsored Federal-Aid Highway Act of 1916



Source: Library of Congress

Who is Bankhead?

Yes, he is related to Tallulah Bankhead



Source: Library of Congress



Source: Library of Congress

What is the route?

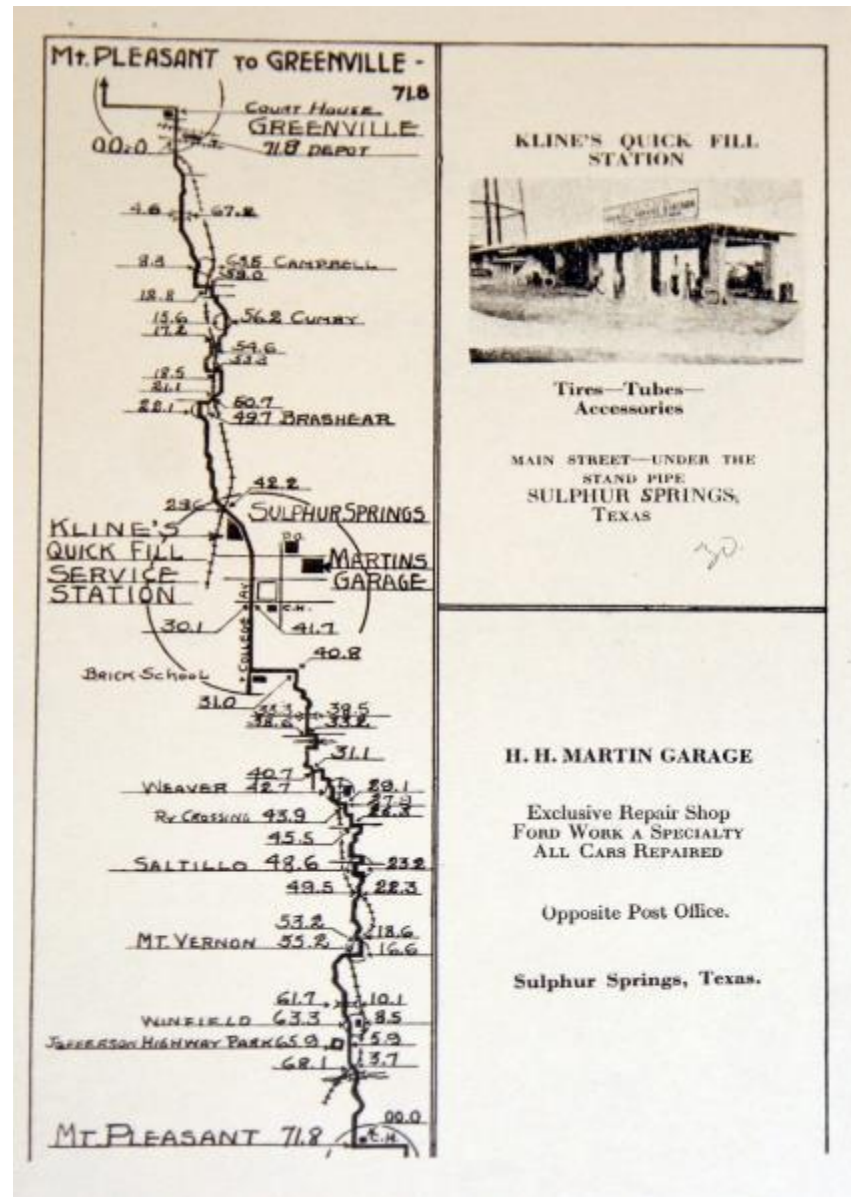
- Path finders



Source: Birmingham Public Library

BANKHEAD NATIONAL HIGHWAY

- Map

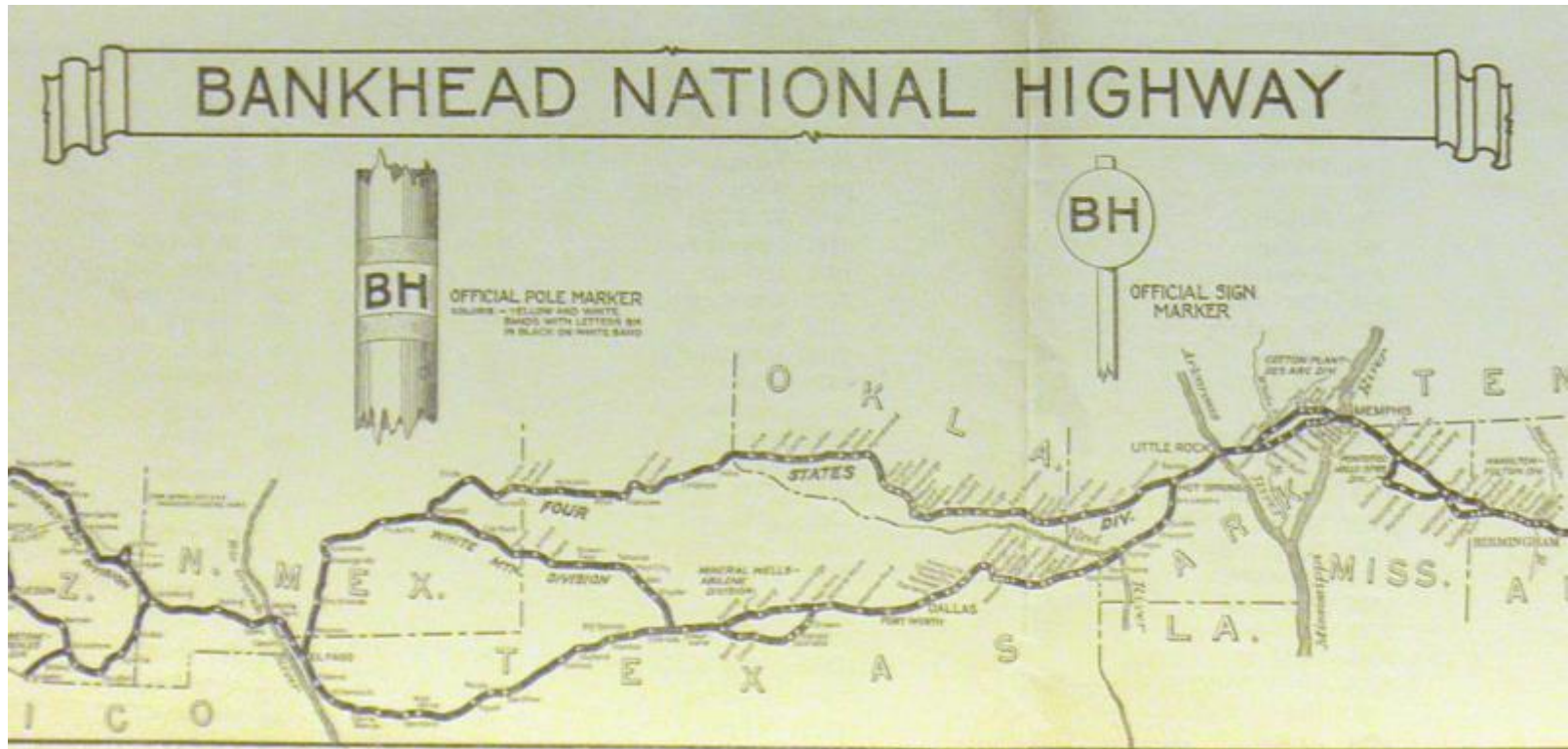


Source: Bygone Byways

BANKHEAD NATIONAL HIGHWAY

What is the route?

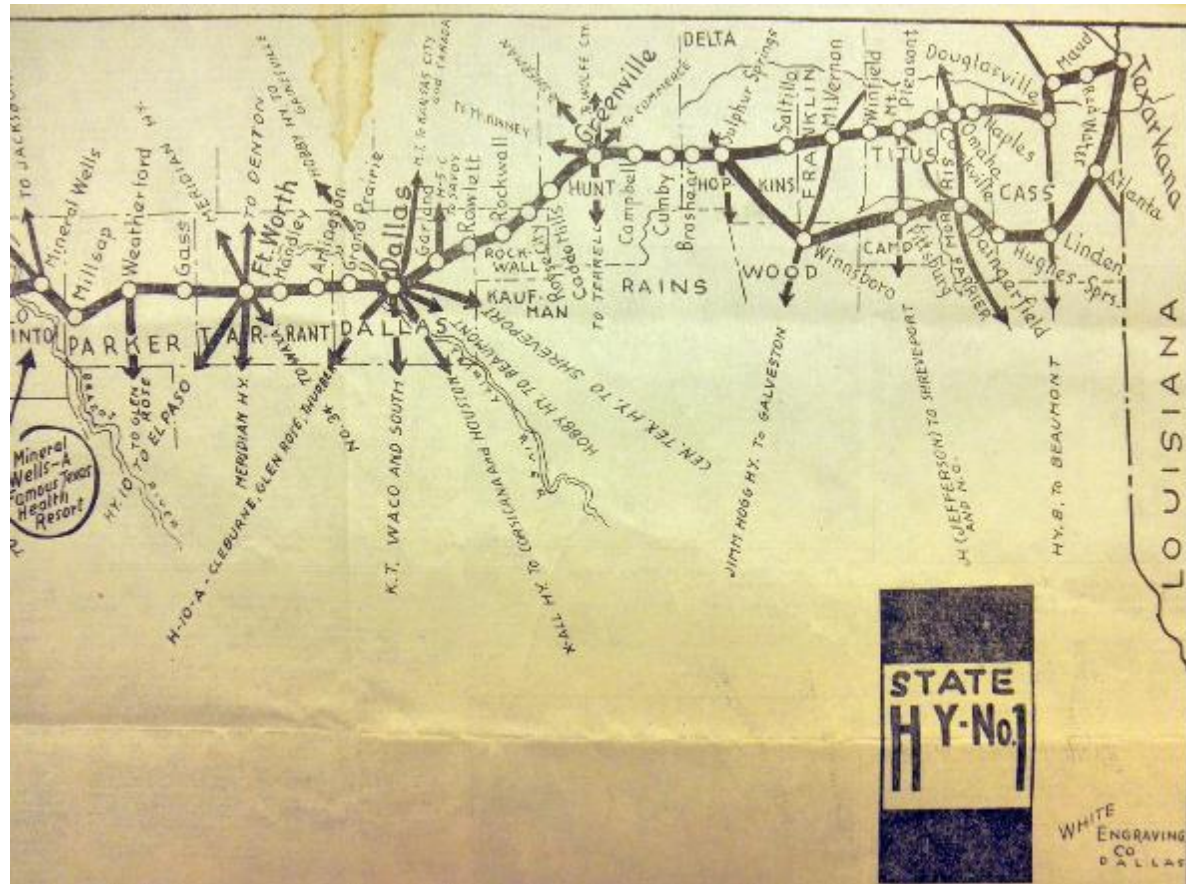
- Map



Source: Birmingham Public Library

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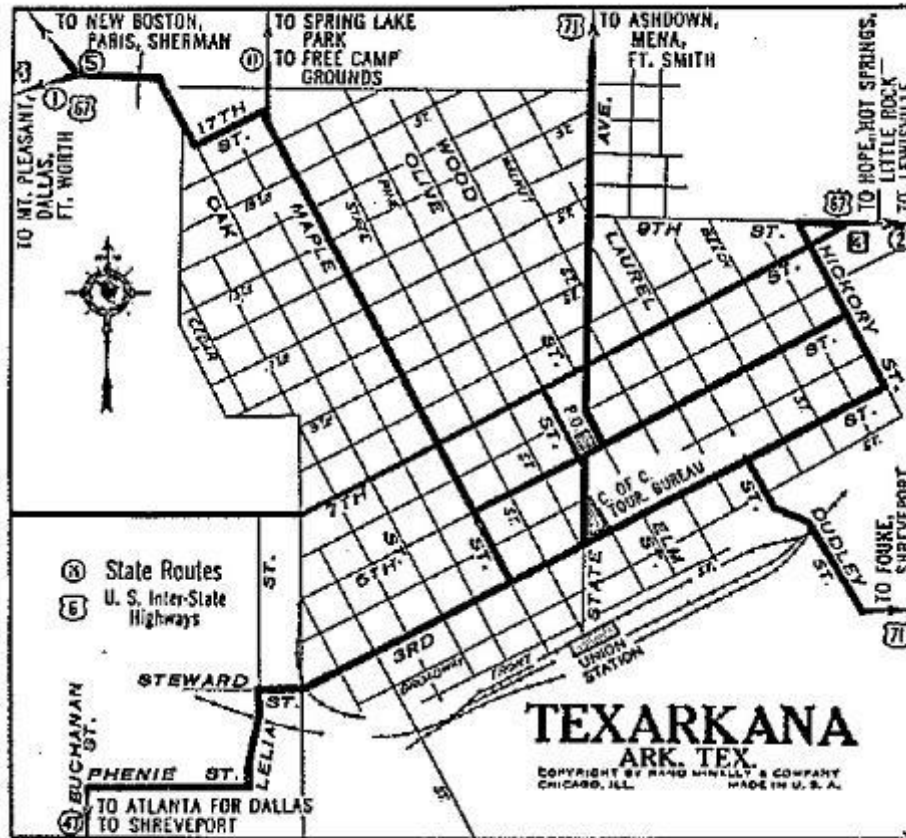
- Map



Source: Birmingham Public Library

What is the route?

- Map



Avoid the use of "trick" oils in your Ford Motor (Model "T"). Increased carbon deposits often do more harm than chattering. To be on the safe side, use Flivoline.

Source: Birmingham Public Library

What is the route?

- Build the Highway



Source: National Archives and Records Administration, College Park, MD

What is the route?

- Build the Highway



Source: TxDOT Photo Library


What is the route?

- Build the Highway

May, 1924 CONCRETE HIGHWAY MAGAZINE 105

Shall it be Gravel or Single Track Concrete?

By J. W. REESE
County Judge, Rockwall, Texas

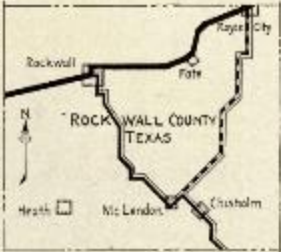


It is a "Booster" for concrete roads.

THOUGH available funds for road construction in Rockwall County were not sufficient for building standard width pavements, the taxpayers of Texas' smallest county would be satisfied with nothing less than concrete. The solution was found in the construction of single track concrete pavement which provided sufficient mileage to place every farmer in the county within an average distance of one mile from a hard-surfaced highway.

When road improvement was first contemplated, it was expected that only 13½ miles from Royce City through Rockwall would be paved. On this stretch—an 18-foot concrete pavement—Government and Federal Aid amounted to \$348,000 and the county's share was \$350,000. The balance of the \$800,000 was to be used in graveling the other important roads in the county. The change from gravel to single track concrete pavement for these roads was made after careful deliberation based on estimated costs.

As there is no gravel deposit in the county, all of this material must be imported over a haul of from 40 to 50 miles. Under these conditions a gravel surface 16 feet wide would cost \$11,000 per mile, exclusive of bridges and grading. The maintenance of a gravel road would add five or six hundred dollars yearly expense per mile while expensive scarifying and reshaping would be necessary every eight or ten years. Texas laws permit a county to issue bonds for only 25 per cent of its



Legend

- 15 ft Concrete Pavement Completed.
- 6 ft Concrete Pavement Completed.
- 5 ft Concrete Pavement Proposed.

Source: Internet Archive

Why was the highway needed?

- Military Transportation



Source: Birmingham Public Library

Why was the highway needed?

- Military Transportation



Source: Birmingham Public Library

Why was the highway needed?

- Commerce and Trade



Source: The Portal to Texas History

Why was the highway needed?

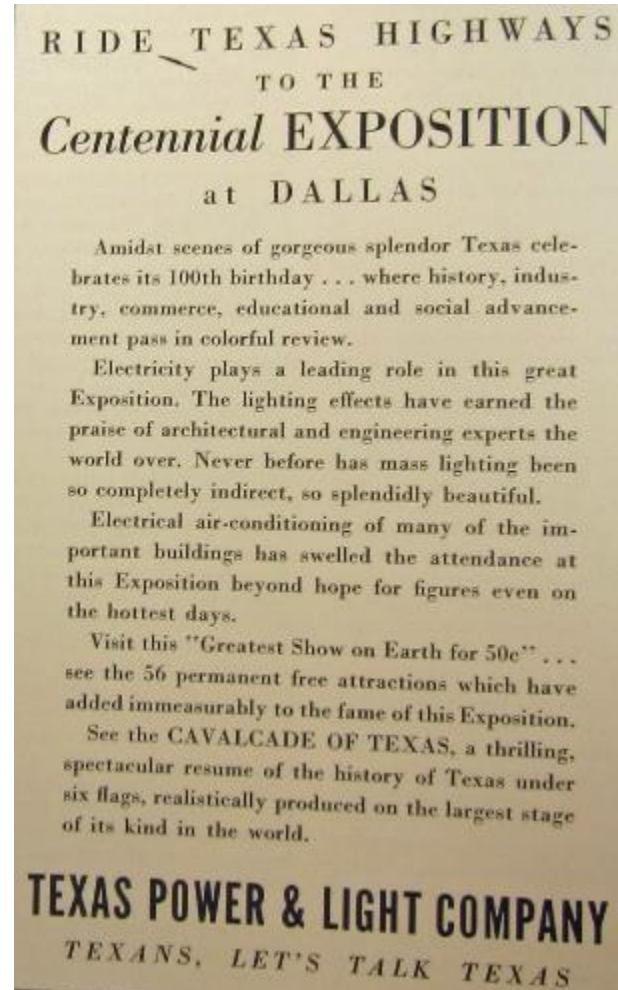
- Tourism



Source: Birmingham Public Library

Why was the highway needed?

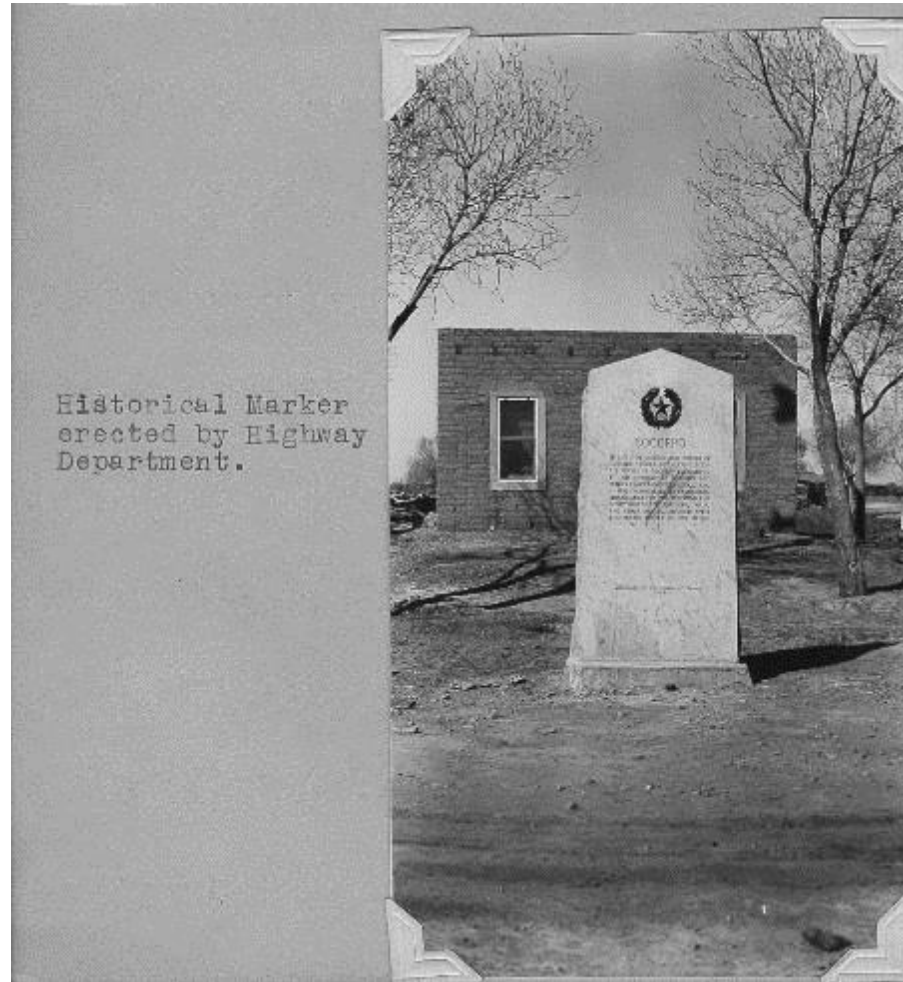
- Tourism



Source: Daughters of the Republic of Texas Library

Why was the highway needed?

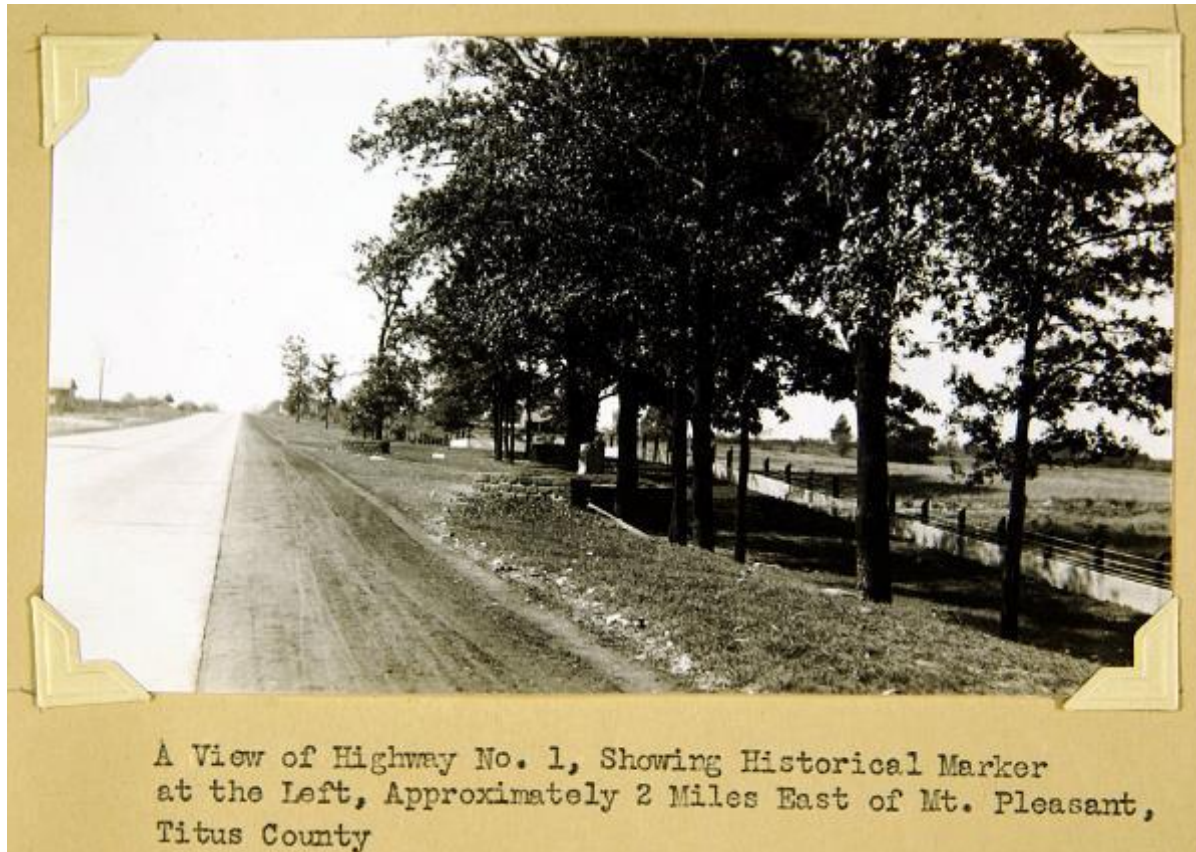
- Tourism



Source: TxDOT Photo Library

Why Was The Highway Needed?

- Tourism



A View of Highway No. 1, Showing Historical Marker
at the Left, Approximately 2 Miles East of Mt. Pleasant,
Titus County

Source: TxDOT Photo Library

Why was the highway needed?

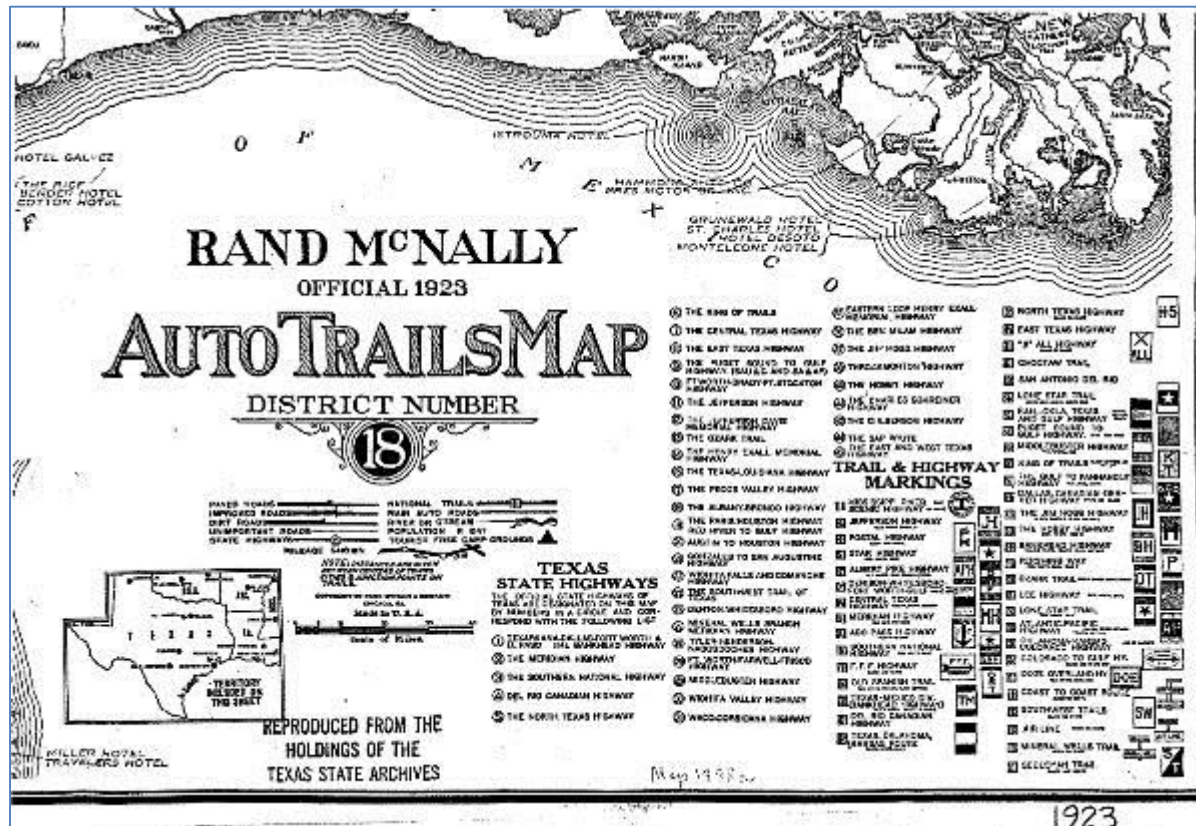
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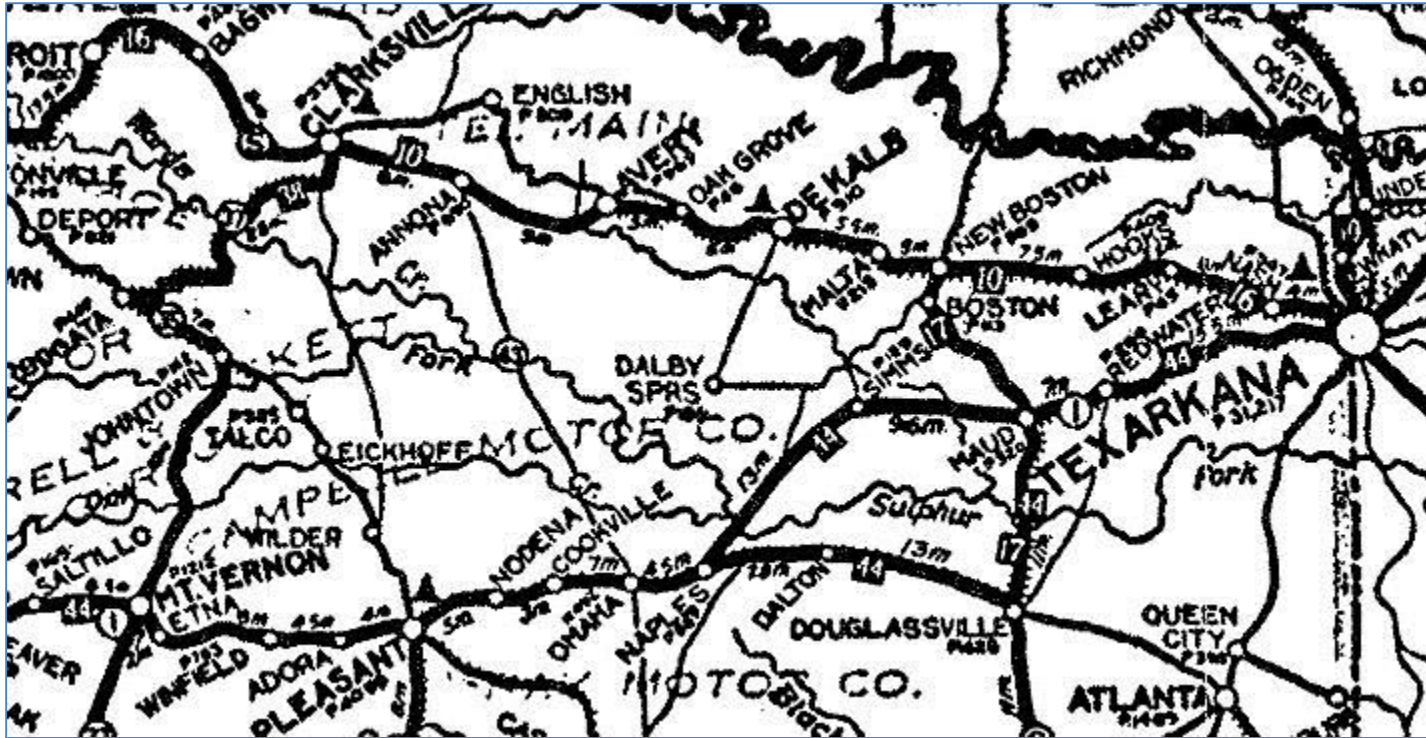
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Source: Texas State Library and Archives

Why was the highway needed?

- Tourism



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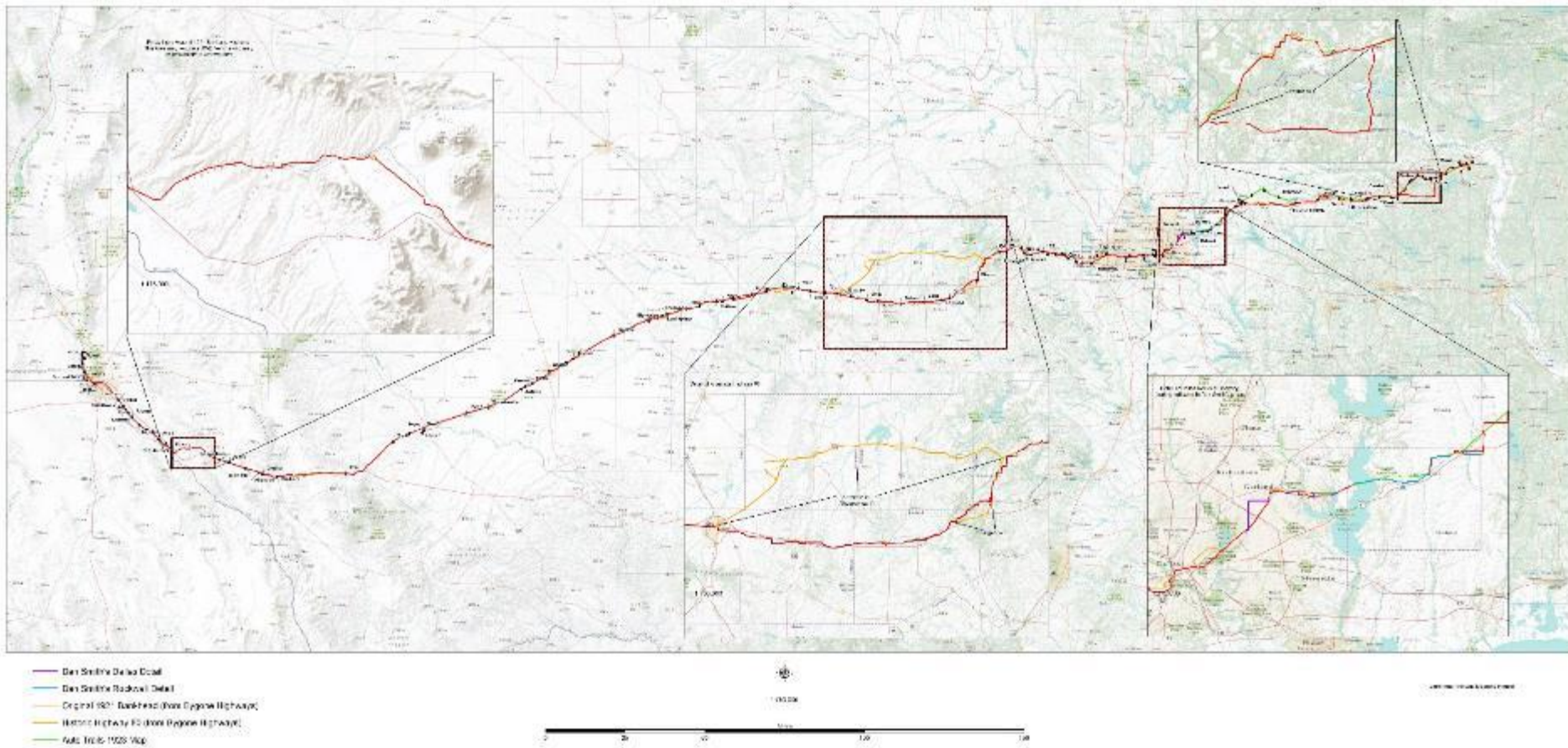
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Source: Dan Smith

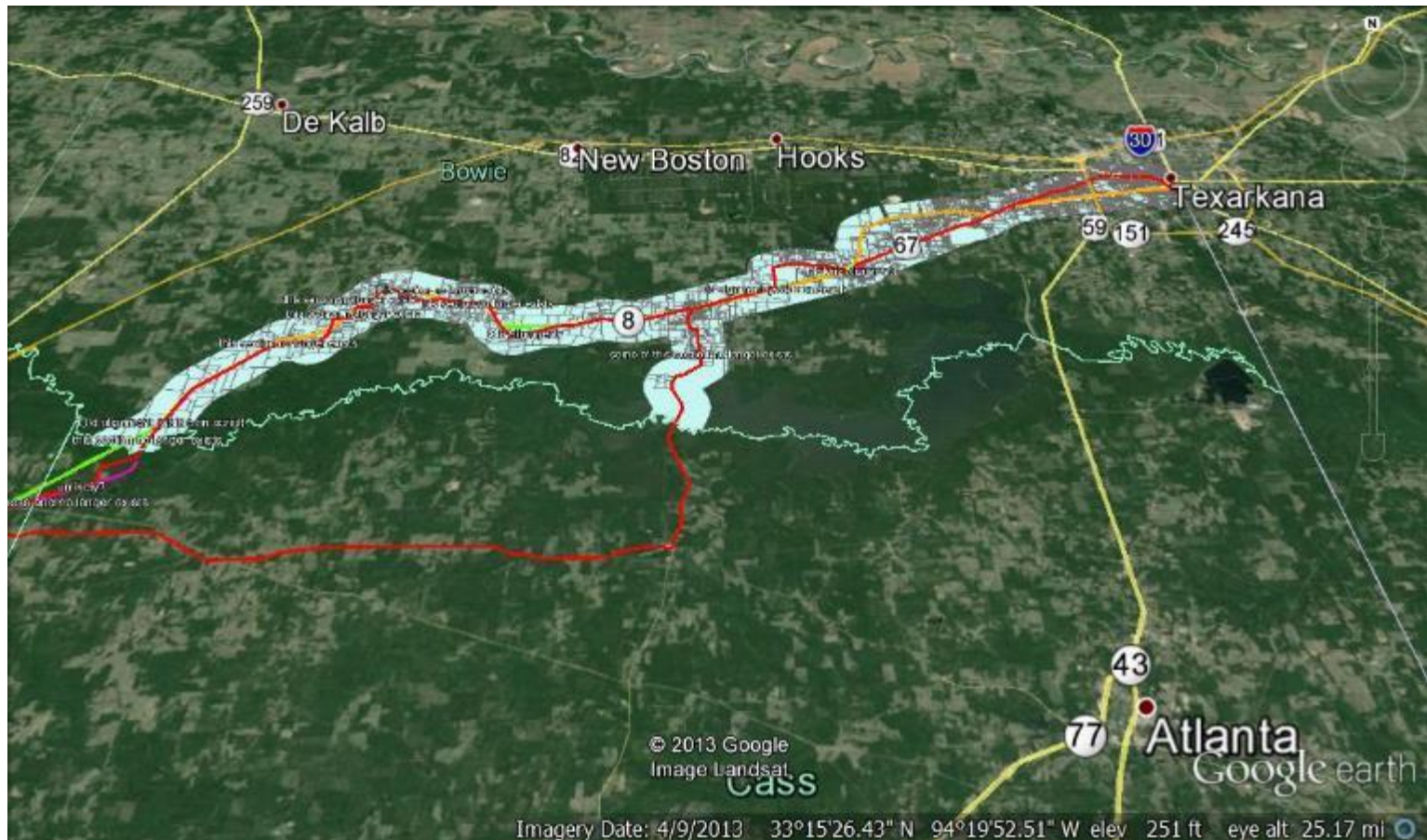
What are we doing?

- Survey and Document Historic Resources



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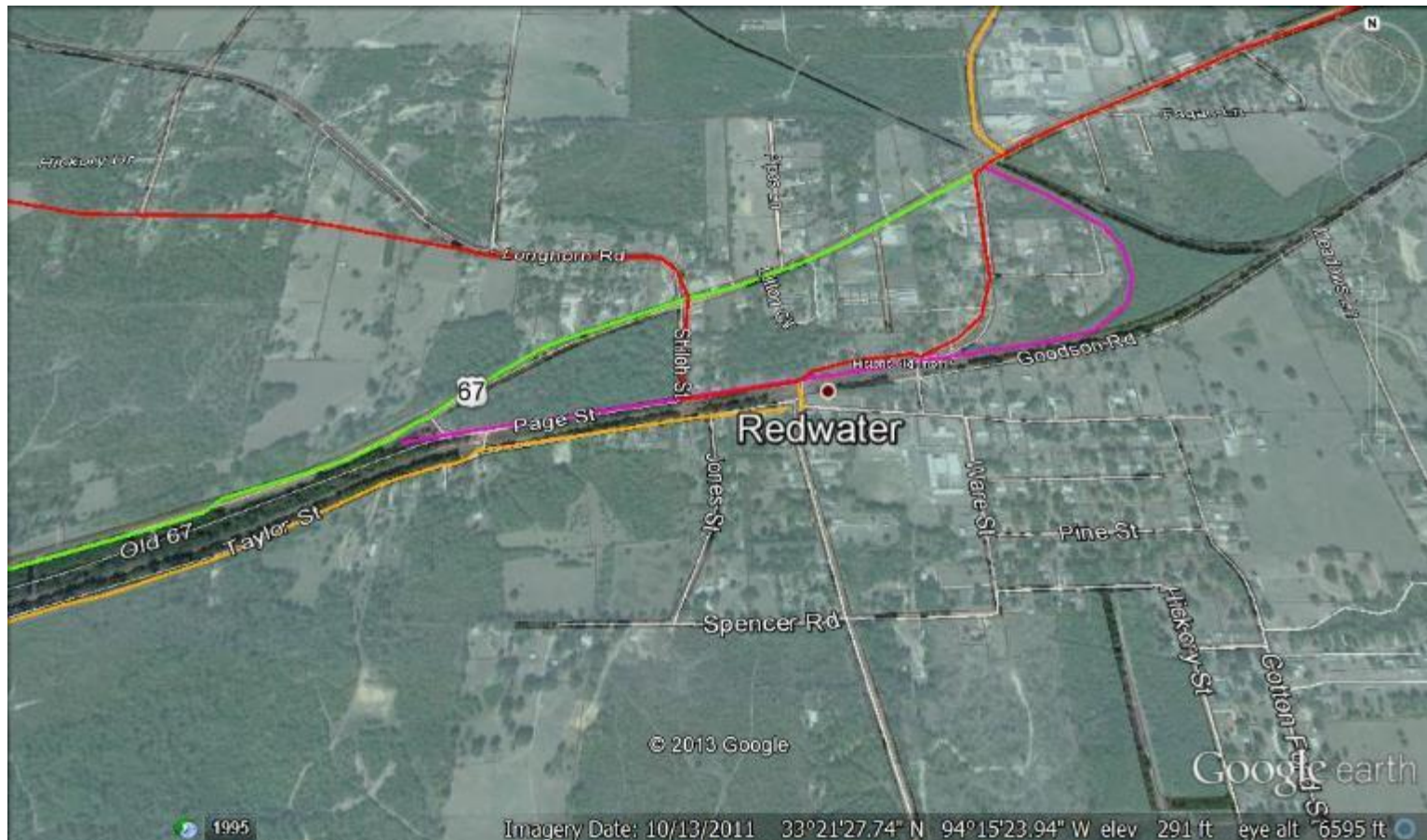
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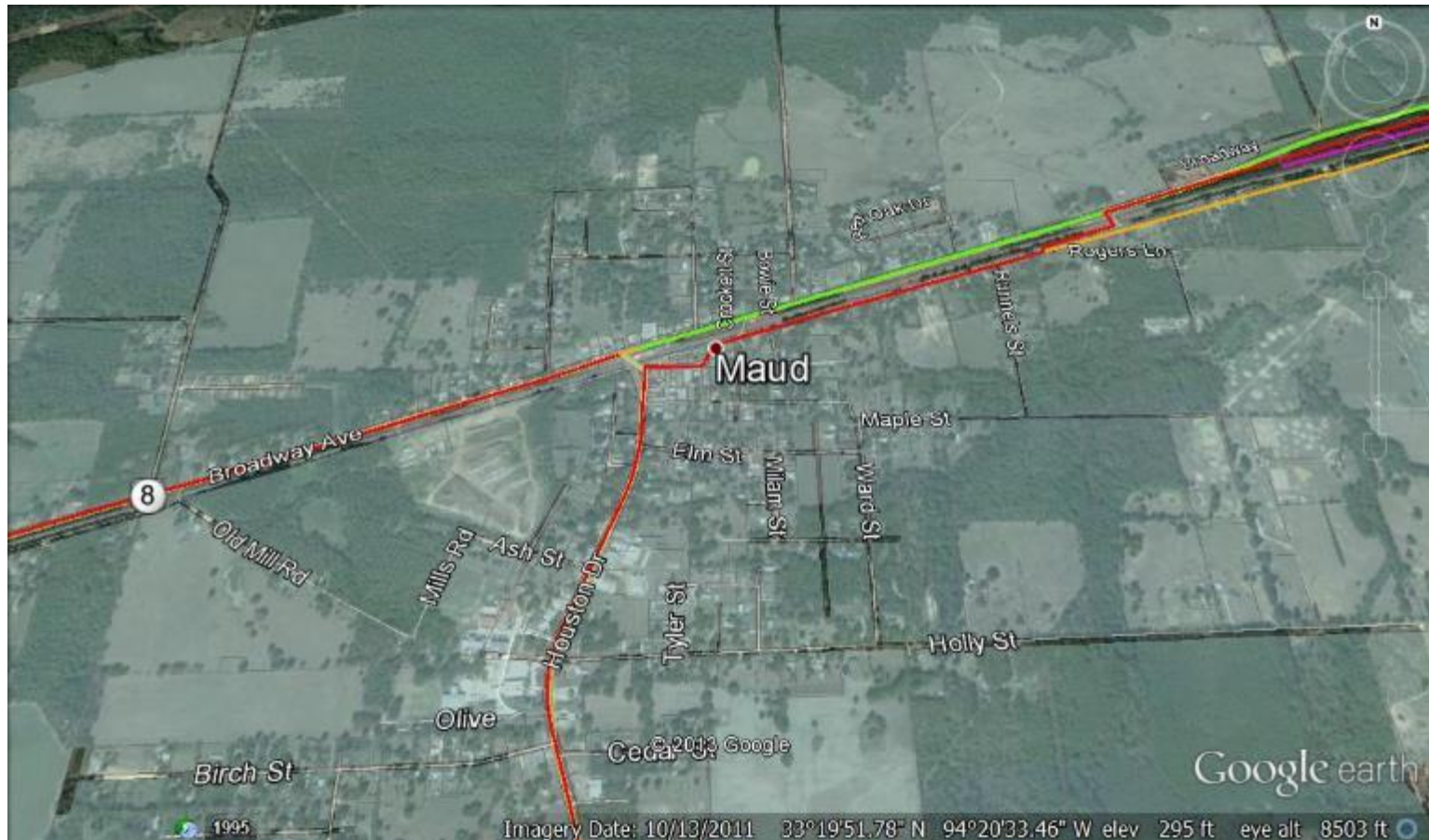
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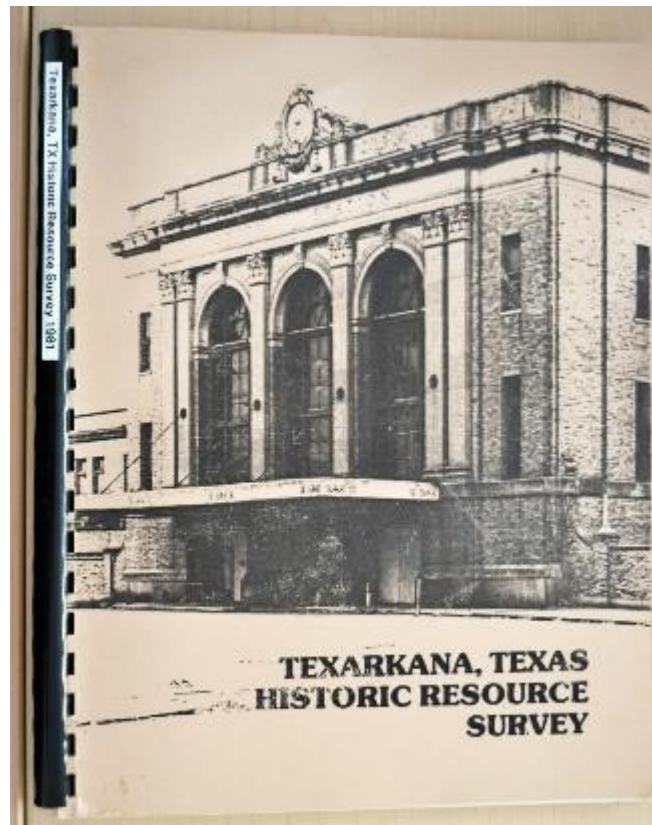
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Source: Texarkana Gazette

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RECORDED BY: Danny Hardy; David Moore FILED at USA office in US Post Office
 DATE: August 1980 INFORMANT:
 PHOTO DATA: 2 b&w; 24-a,b; 4 color slides: 6-r, 6-t, 7-2
 (rev. 6-79)

Ø 125 COUNTY BLOCK ROW
 CITY QUAD LOT TE 3394 - 144 3698 - 125

NAME: COUNTY: Rowle
 ADDRESS: 102 West Seventh CITY: Texarkana
 ARCHITECT/BUILDER: UTM:
 OWNER: Eddie Cotton DATE: 1929 PERIOD: FDT
201 W 7th Texarkana Tx 75501 STYLE: Eclectic
 THEME: ICCE/AAE
 DESCRIPTION: 1 story stucco and clay tile service station with asymmetrical 4 sided plan open garage at front, enclosed offices at rear; clay tile mansard roof between pyramidal roof over corner bays; corner bays segmentally arched with attached columns on inside of openings.
 BUILDING MATERIAL: wall: stuccoed brick roof: clay tile
 PHYSICAL CONDITION: Good SITE: original ☒ or moved ☐ date:
 ALTERATIONS:
 SIGNIFICANCE: Known as the "999" by travelers stopping at this large service station-garage for several decades, touted as one of the largest services stations during its heyday
 AREA OF SIGNIFICANCE: Auto transportation LEVEL OF SIGNIFICANCE: local
 DESIGNATION: NR NHL RTHL HABS HAER HESI OTHER:
 ORIGINAL USE: gas station PRESENT USE: used car lot
 RELATIONSHIP TO SURROUNDINGS: At the intersection of US highways 71, 59, & 82, north of CBD
 ACREAGE/BOUNDARY DESCRIPTION: Original Town Site; Block 92; Lot 8
 BIBLIOGRAPHIC DATA:
 SEE INFO/CORRESPONDENCE FILES:
 RECORDED BY: Danny Hardy; David Moore INFORMANT: Eddie Cotton
 DATE: August 1980 PHOTO DATA: 1 b&w; 24-c; 1 color slide: 7-b
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Source: Google Maps

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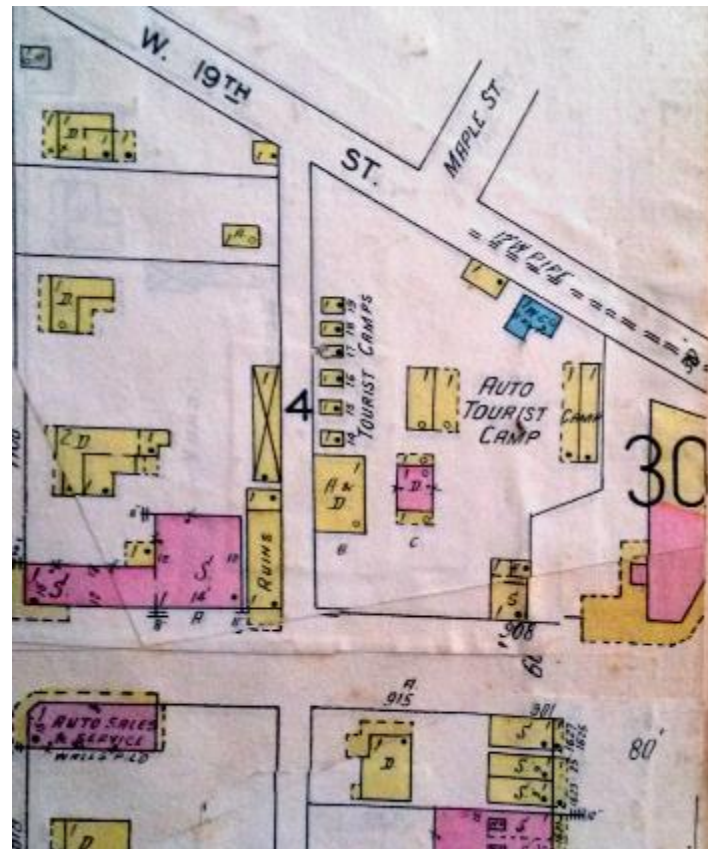
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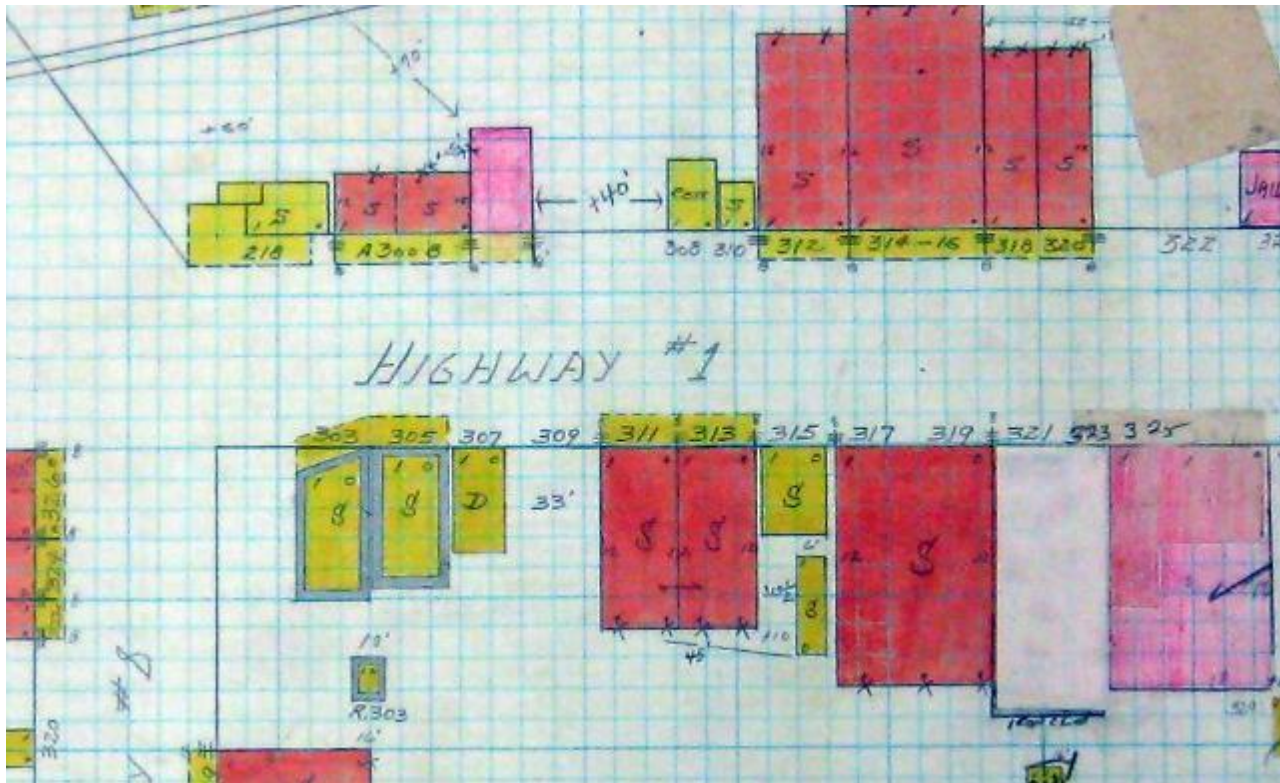
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Source: Dan Smith

What are we doing?

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Source: Texas State Library and Archives

What are we doing?

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Albany, Texas

What are we doing?

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Ranger, Texas

What are we doing?

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Big Spring, Texas

What are we doing?

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Abilene, Texas

What are we doing?

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Big Spring, Texas

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Source: National Archives and Records Administration

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Abilene, Texas

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Source: National Archives and Records Administration

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Wharton, Texas

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Arlington, Texas

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Cisco, Texas

What are we doing?

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Strawn, Texas

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Big Spring, Texas

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Arlington, Texas

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West, Texas

What are we doing?

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Ringgold, Texas

What are we doing?

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Rowlett, Texas

What are we doing?

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What are we doing?

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Vicinity of Texarkana, Texas

What are we doing?

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Rotan, Texas

What are we doing?

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Merkel, Texas

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Abilene, Texas

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Arlington, Texas

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Source: TxDOT Photo Library

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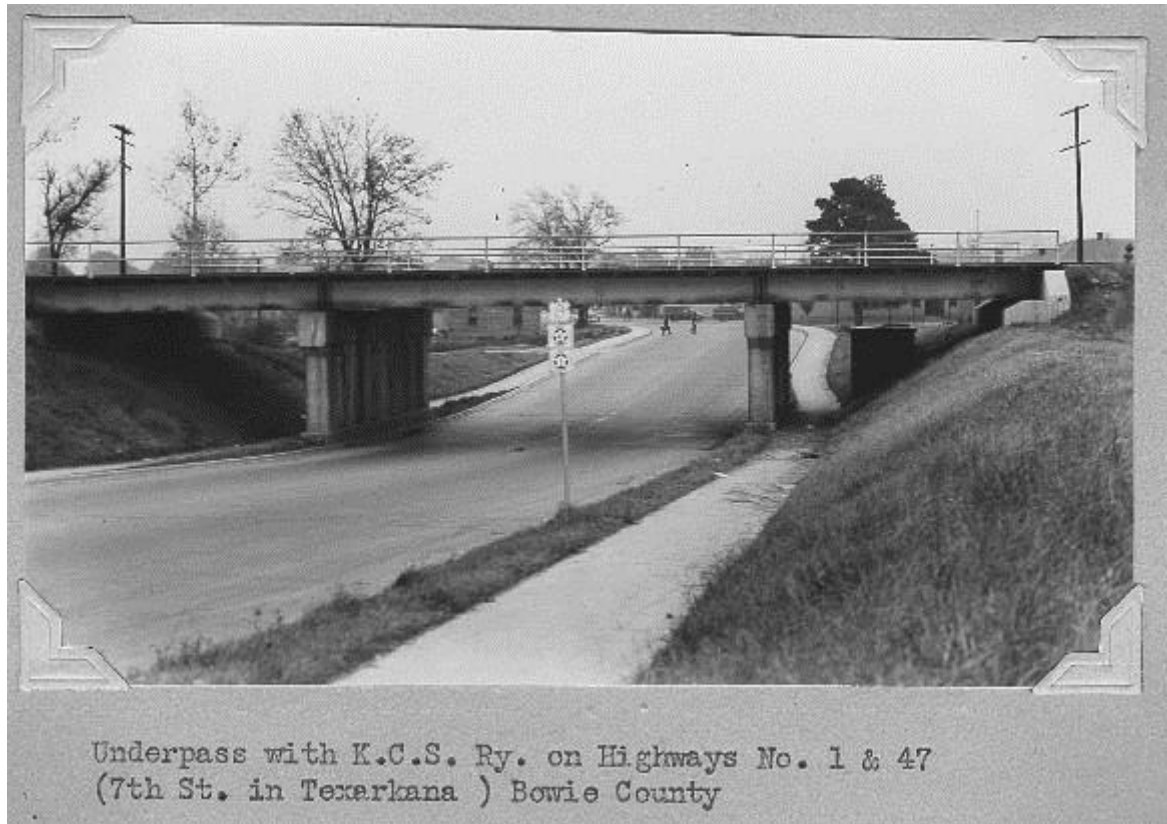
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Source: Google Maps

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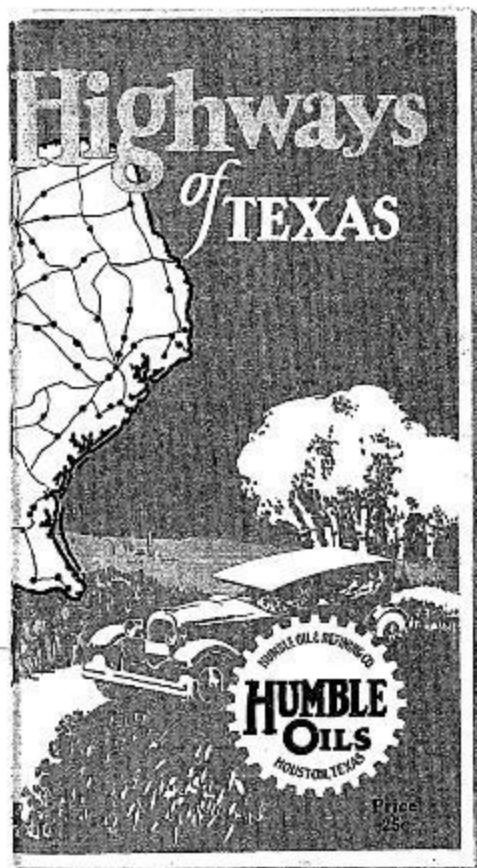
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Source: Google Maps

How can I participate?

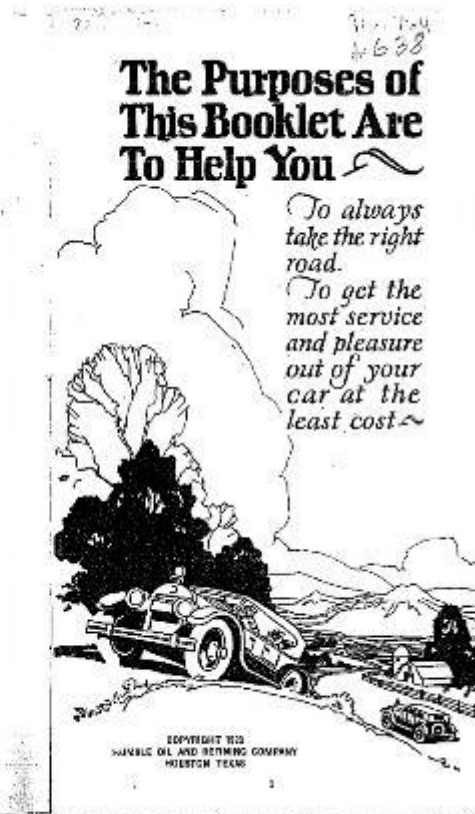
- Share historic maps, photos, postcards & other materials



Source: Birmingham Public Library

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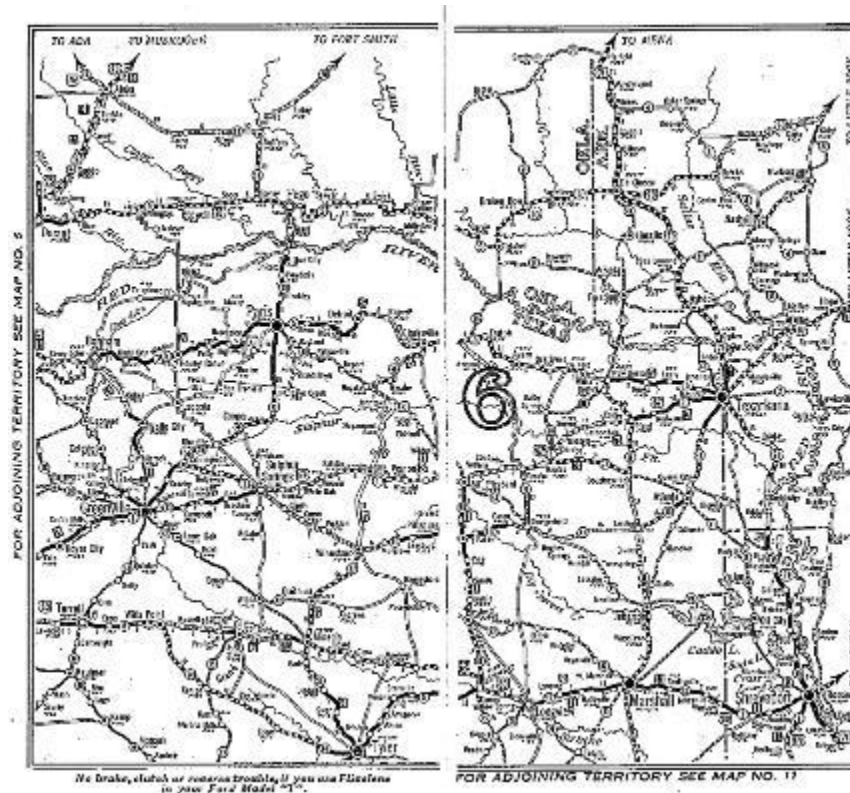
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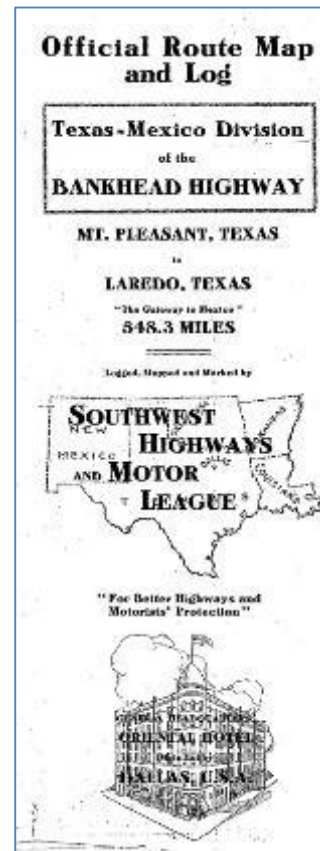
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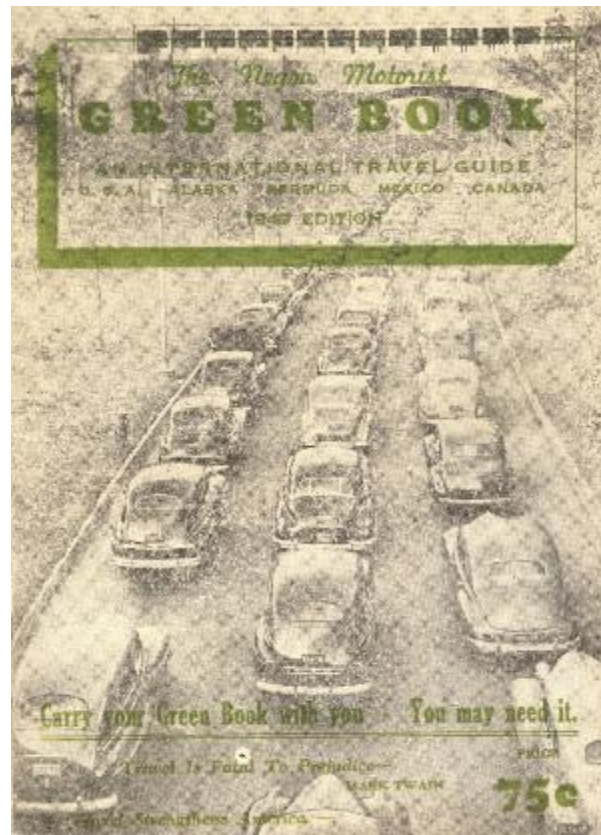
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Source: Bygone Byways

How can I participate?

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Source: University of Michigan

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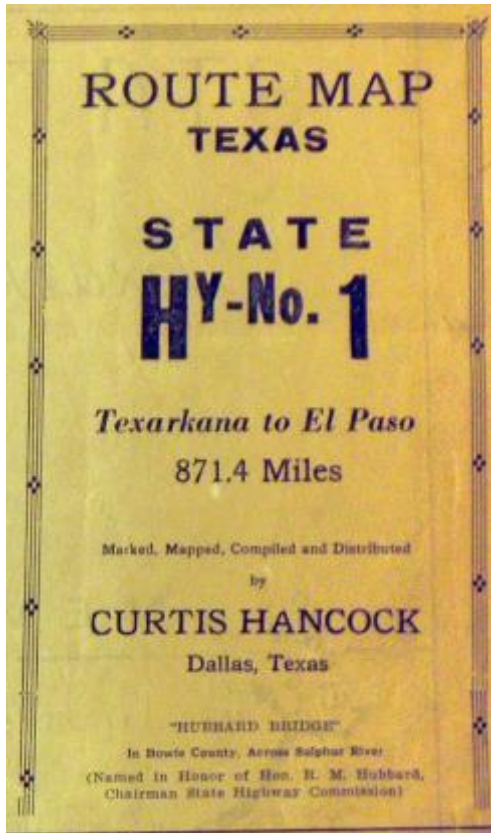
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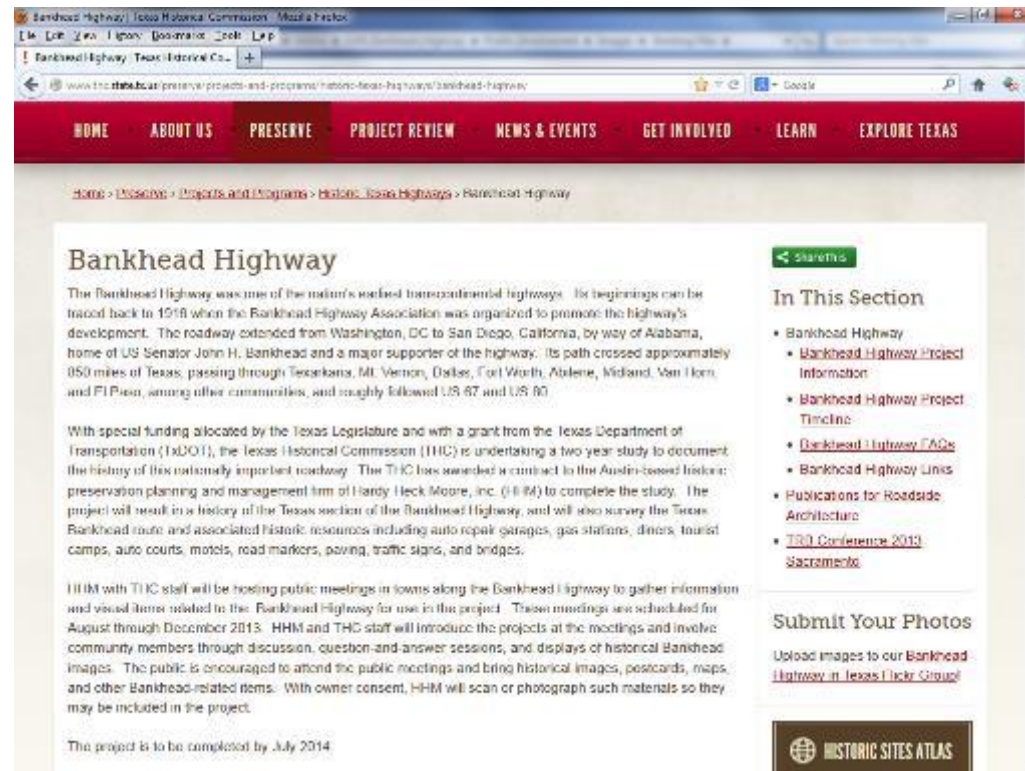
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<http://www.thc.state.tx.us/preserve/projects-and-programs/historic-texas-highways>

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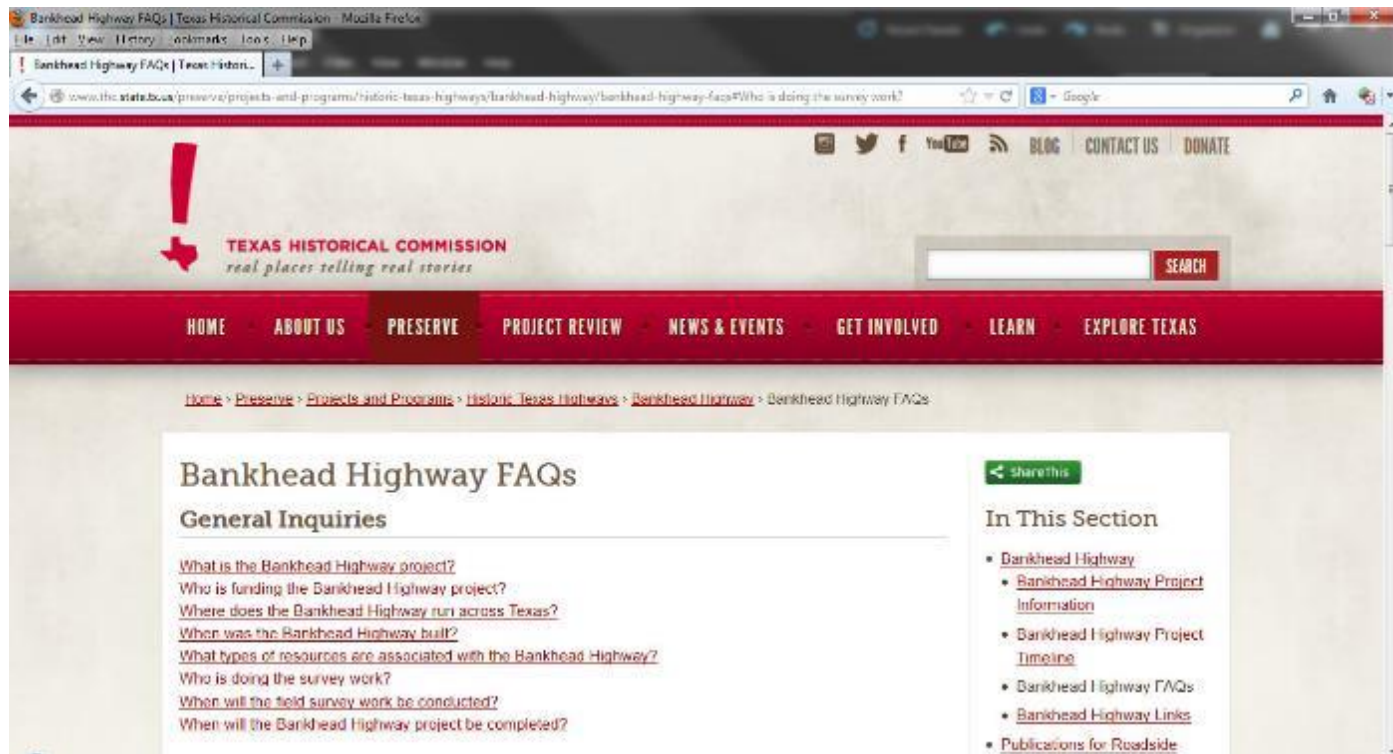
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<http://www.thc.state.tx.us/preserve/projects-and-programs/historic-texas-highways/bankhead-highway>

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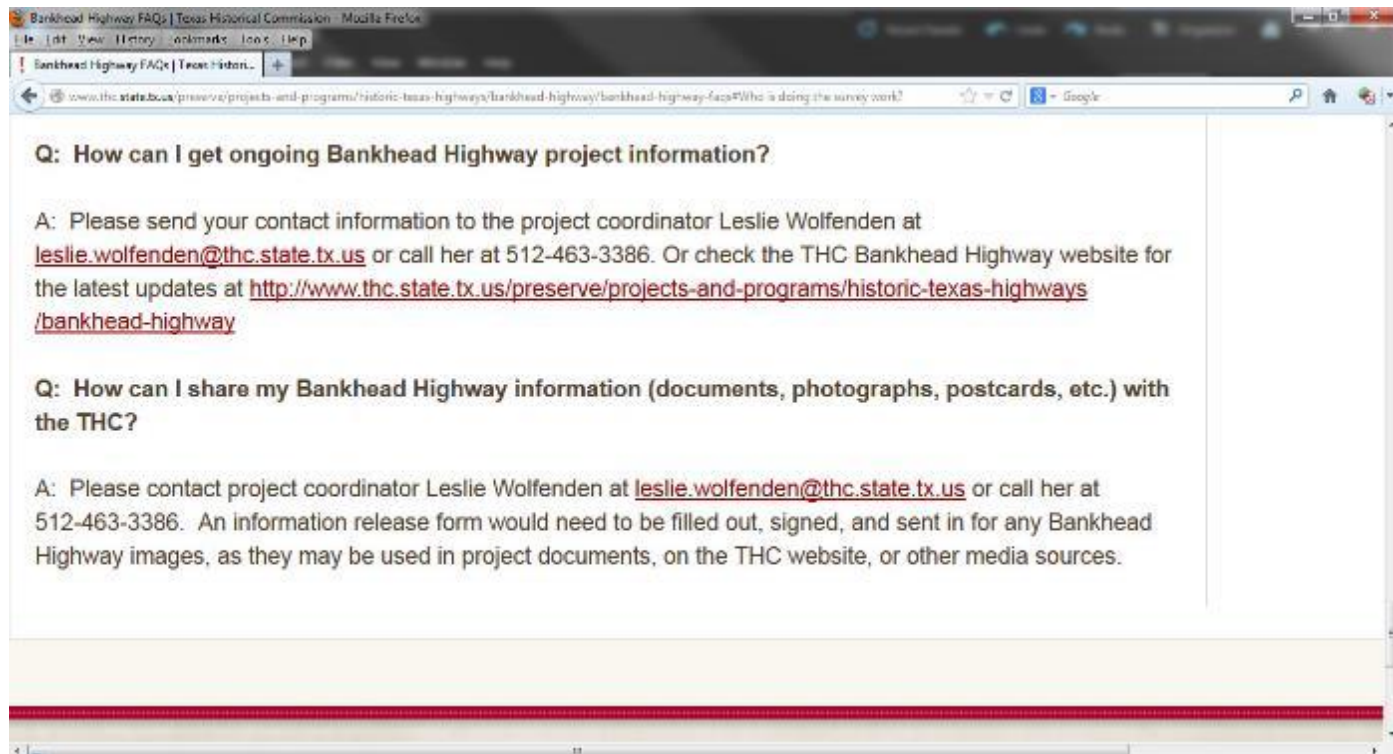
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<http://www.thc.state.tx.us/preserve/projects-and-programs/historic-texas-highways/bankhead-highway/bankhead-highway-faqs>

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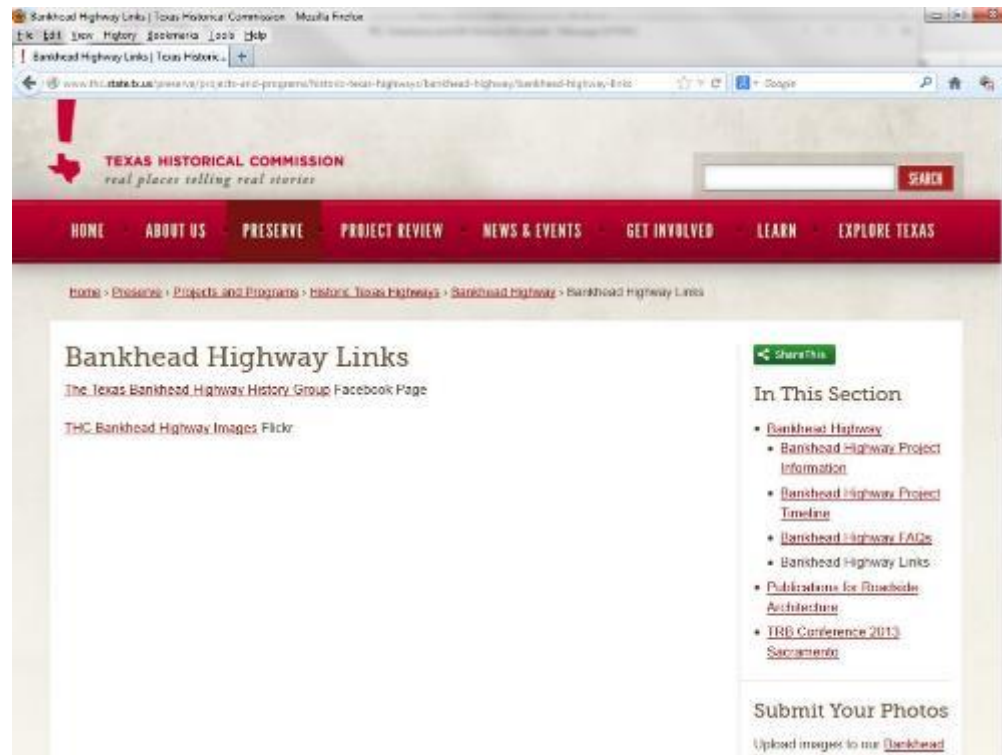
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<http://www.thc.state.tx.us/preserve/projects-and-programs/historic-texas-highways/bankhead-highway/bankhead-highway-links>

How can I participate?

Project Contact information

- Texas Historical Commission
 - Leslie Wolfenden, Project Manager
 - Email: Leslie.Wolfenden@thc.state.tx.us
 - Phone: 512-463-3386
- Hardy·Heck·Moore, Inc.
 - David Moore, Historian
 - Email: dmoore@hhminc.com
 - Phone: 512-478-8014 x 109

Thank you for coming!

- Questions?

